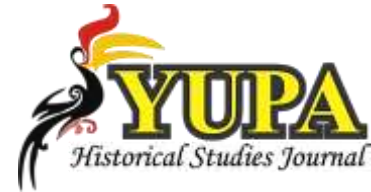


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Socio-Economic Life of Steenkolen Maatschappij Parapattan Workers at Silo Port (1912-1957)

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Abstract This research aims to explain how the socio-economic life of Steenkolen Maatschappij Parapattan workers at Silo Port from 1912 to 1957. The type of research used is historical research which includes Heuristics, Criticism, Interpretation, and Historiography. The focus of the research discusses the general description of Steenkolen Maatschappij Parapattan, the labor employment system, the condition of job availability, and labor conflicts. The results show that initially, the laborers who worked at Steenkolen Maatschappij Parapattan were local laborers from the Berau region, but in 1919 many laborers were brought in from outside the region, especially from Java to fill the shortage of human resources. In addition, Steenkolen Maatschappij Parapattan was not only engaged in mining but also plantations and timber extraction. Steenkolen Maatschappij Parapattan also built infrastructure to support the company's activities. In 1926, there was a labor conflict that occurred due to exploitation and the presence of mass organizations in the Berau region. The employment opportunities available in the Berau region from 1912 to 1957 were dominated by mining. However, there were also jobs in plantations, timber extraction, education, and sea transportation. The rapid development of the Berau region created many jobs.

Keywords: Steenkolen Maatschappij Parapattan, Silo Port, Socio-economics of Workers

Abstrak Penelitian ini bertujuan untuk menjelaskan bagaimana kehidupan sosial ekonomi buruh Steenkolen Maatschappij Parapattan di Pelabuhan Silo pada tahun 1912 sampai tahun 1957. Jenis penelitian yang digunakan adalah penelitian sejarah yang meliputi Heuristik, Kritik, Interpretasi, dan Historiografi. Fokus penelitian membahas tentang gambaran umum Steenkolen Maatschappij Parapattan, sistem ketenagakerjaan buruh, kondisi ketersediaan lapangan pekerjaan, dan konflik buruh. Hasil penelitian menunjukkan bahwa pada awalnya buruh yang bekerja di Steenkolen Maatschappij Parapattan adalah buruh lokal yang berasal dari wilayah Berau, tetapi pada 1919 banyak buruh didatangkan dari luar daerah terkhusus dari daerah Jawa untuk mengisi kekurangan sumber daya manusia. Selain itu, Steenkolen Maatschappij Parapattan tidak hanya bergerak di bidang pertambangan tetapi juga pada bidang perkebunan dan ekstraksi kayu. Steenkolen Maatschappij Parapattan juga membangun infrastuktur untuk mendukung lancarnya aktivitas perusahaan. Pada tahun 1926 pernah terjadi konflik buruh yang terjadi karena adanya eksploitasi dan hadirnya organisasi massa di wilayah Berau. Lapangan pekerjaan yang tersedia di wilayah Berau pada 1912 sampai dengan 1957 memang didominasi oleh pertambangan. Tetapi di samping itu terdapat pula lapangan pekerjaan yang bergerak di bidang perkebunan, ekstraksi kayu, pendidikan, dan perhubungan laut. Pesatnya perkembangan di wilayah Berau menciptakan banyaknya lapangan pekerjaan.

Kata kunci: Steenkolen Maatschappij Parapattan, Pelabuhan Silo, Sosial Ekonomi Buruh



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INTRODUCTION

The presence or opening of a business field that can accommodate and employ many people is certainly very influential on social and economic stretching, both to the country / region and the lives of the people around the object. Such is the case with the presence of a coal mining company managed by the Steenkolen Maatschappij Parapattan coal mining company in Teluk Bayur in 1912. The presence of this coal company brought changes and opened Teluk Bayur to the outside world. The Dutch East Indies government made a concession with the Parapattan company on land in the Rantau Panjang area in accordance with Besluit dated September 12, 1917 No. 72 Teluk Bayur began to grow rapidly when the coal industry operated. The existence of coal mining activities certainly supports trade activities and transportation services, to support these coal mining activities, then by V.A. Cools, Datu Ranik as the Sultan of Sambaliung and the Dutch Royal shipping company Koninklijke Paketvaart Maatschappij pioneered the opening of Silo Port in Teluk Bayur (Purba, 2015).

Much of Silo Port's activity is dedicated to shipping coal out of Kalimantan. Before arriving at the port, the coal mining products are piled up and then brought to the port. This activity requires a lot of labor, starting from transport workers from the location to the stockpile, workers in charge of filling the cargo and workers who move the cargo to the ship. Activities at the port certainly open up job opportunities for the surrounding community or job seekers from outside. The increasing income of mining employees and laborers is certainly a business that can improve living standards. In addition, the opening of the port business has opened up more opportunities for the community as they can open businesses such as establishing rented houses for company employees and workers and other business sectors. For labor purposes, some local residents began to arrive there and some were brought in from outside Berau district such as from Java, Manado and Makassar.

In the 1930s people from all over the world began to arrive at Teluk Bayur. They brought a variety of interests, some of which had to do with the coal trade, which at that time was flourishing in areas outside Java. There were also those who had a personal agenda just to see the world of Borneo, which at that time was more correlated with the image of the jungle. For researchers from various scientific disciplines, such as anthropology, geography, forestry, historical science, and others, the island of Kalimantan was seen as a challenge. Likewise, Kalimantan's natural wealth in the form of timber, kerosene, precious stones and coal tempted entrepreneurs and adventurers from the Western world to develop business there.

During the Japanese period the lives of the Indonesian people were very concerned that daily necessities were not sold in the market and the situation was very tense. All movement organizations were banned and the Japanese were always suspicious if there were people

gathering. Due to economic demands, the Japanese authorities tried to reopen the coal mine at Teluk Bayur, and the Japanese Coal Mining Company 1001 was brought in to manage it. But the Japanese were very disappointed, because they found that the coal excavation pits had sunk full of water. Before the Japanese came, the coal mine owned by Steenkolen Maatschappij Parapattan had been damaged by the Dutch by putting water through pumps into the excavation holes (Purba, 2015).

In the economic field, the Japanese ruler mobilized all the attention and natural resources of his territory to finance all the needs of his war and emphasized that every resident surrendered property to the Japanese government, be it in the form of gold, animals and other valuables. The treatment of the Japanese rulers clearly resulted in the lives of the people getting miserable and suffering. The economic policies imposed by Japan were very cunning. Especially at that time, in order to overcome the problem of food shortages because rice was not available in the market because no ships entered Berau waters.

After the departure of the Japanese, the Dutch government that managed to enter Berau built a temporary government office in Teluk Bayur. They repaired installations damaged by allied fighter attacks on Japan. The Dutch rulers began to approach the sultans, both the Sultan of Sambaliung and the Sultan of Gunung Tabur. After a year in Teluk Bayur, the Dutch government moved to Tanjung Redeb and made Tanjung Redeb the center of its government, led by a head of government named J. Koo. The existence of Silo Port after Indonesia's independence is the same as other ports in Indonesia, its function and role still apply but in the government order in 1946 there was a Djawatan Oeroesan Laoet Seloeroeh Indonesia (Djolsi) so that those related to the sea both shipping and trade and transportation are under the auspices of Djolsi (Purba, 2015).

There was a nationalization of all foreign assets including the Dutch in Indonesia in 1957. This was a step in organizing the status of ports throughout Indonesia. On the one hand, the closure of foreign companies can cause new problems, especially in the economic and social fields of the region. This problem certainly affects all activities and businesses of transportation or Koninklijke Paketvaart Maatschappij that have been doing their job in shipping coal mining products through existing ports including the port of Silo, Teluk Bayur in Berau. Based on the explanation above, interesting problems arise to be studied in more depth regarding the socio-economic life of the Steenkolen Maatschappij Parapattan workers at Silo Port.

METHOD

The type of research that researchers use in this study is historical method research. The historical method is a method that tries to find clarity about history (Sjamsuddin, 2007). It is intended to critically assess the overall results of the research and investigation. The results will

then serve as guidelines for the assessment and determination of current circumstances and future processes. The stages of the historical research method according to Helius Sjamsuddin consist of the stages of heuristics (collecting sources), criticism (testing the truth of sources), interpretation (interpreting data and historical facts), and historiography (writing or reporting historical research by stringing facts).

RESULT AND DISCUSSION

Overview of Steenkolen Maatschappij Parapattan

In 1875, the sultanate of Gunung Tabur under the leadership of Sultan Amiruddin had already conducted mining, which was manual in nature and still used hoes. So in this case, Steenkolen Maastchappij Parapattan's mining activities were not the first coal mining activities to operate in Berau. Furthermore, in 1911 Datu Raja as the Minister of Sambaliung Sultanate worked together with V. A. Cool, a Dutch ruler, opened a coal mine in the Parapattan area (Rahmatsyah, 2015: 44-45). Figure 1 is a planning map of the Steenkolen Maatschappij Parapattan coal mine opening area in 1915.

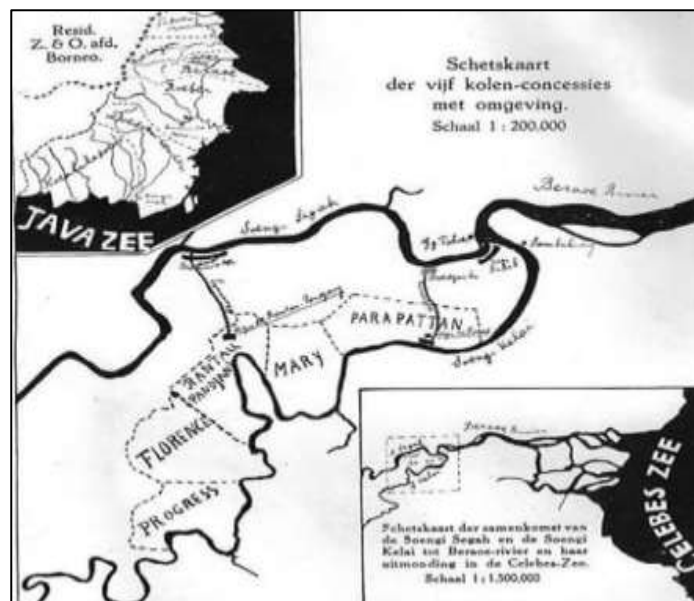


Figure 1. Map of the Steenkolen Maastchappij Parapattan Area in 1915

Source: Siraja Museum Collection

V. A. Cools proposed 5 concession locations namely Parapattan, Rantau Panjang, Mary, Florence and Progress. Of the five options, V. A. Cools and Datu Raja agreed to open their first coal mine in the Parapattan area. Initially mining was only carried out in the Parapattan concession because the seams below the land surface were flat and the topography was simple. In addition, drainage was not difficult as the area was close to a river. A second mining area was opened in the Rantau Panjang concession. Only after a modern company was established in the Rantau

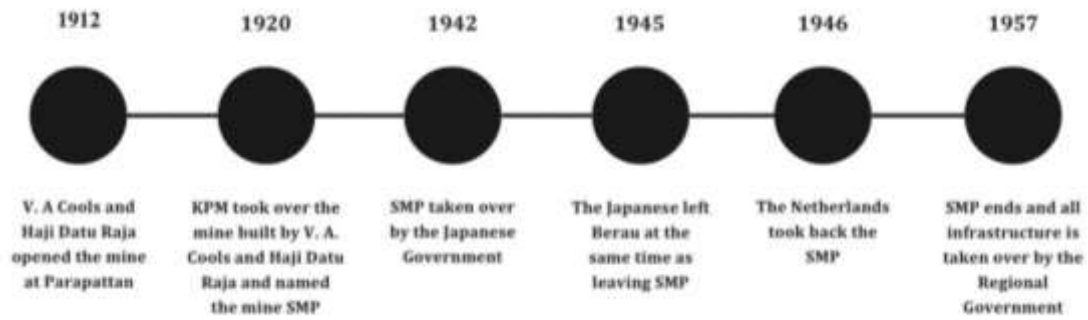
Panjang concession in 1924 did coal production begin at full speed (De Uitlaat No. 20, 1950). In 1920 the Koninklijke Paketvaart Maatschappij took over the mines that had been cultivated by Haji Datu Raja and V. A. Cools as a form of compensation for borrowing capital. The Koninklijke Paketvaart Maatschappij company itself is a Dutch company engaged in shipping. The mining business was later known as Steenkolen Maatschappij Parapattan which operated under the auspices of Koninklijke Paketvaart Maatschappij from 1920 to 1941. Apart from being engaged in mining, Steenkolen Maatschappij Parapattan was also engaged in timber production and plantations (Purba, 2015: 42).

In March 1942, the Japanese entered Berau and took over Steenkolen Maatschappij Parapattan. During 1942 until 1945 there was no mining activity because the mining sites had been destroyed by filling with water by the Dutch government. After the Japanese left Indonesia in 1945, the Dutch government reoccupied Berau in 1946 and took over Steenkolen Maatschappij Parapattan. From 1947 to 1957, activities in the mining area were filled with repairing and revamping the mine sites they had left behind. However, there were no coal production activities (Purba, 2015: 43).

After the nationalization of all foreign assets including the Dutch in Indonesia in 1957, this was a step in regulating the status of ports throughout Indonesia. Previously, Kononklijke Paketvaart Maatschappij was free to pass through Berau's waters, but in 1957, the port management status was transferred from Djawatan Pelabuhan to a legal entity, PN. The port and all assets became the property of the state and as a consequence Kononklijke Paketvaart Maatschappij was willing to hand over all coal mines and buildings in Teluk Bayur and Rantau Panjang with the provision of compensation of Rp. 3,500,000 from the Berau Regional Government and subsidized by the Ministry of Home Affairs Rp. 1,000,000 and Berau Regional Government credit loans from the Ministry of Finance (Purba, 2015: 44).

In reviving coal mining activities and infrastructure in the Teluk Bayur area, the Regional Government is trying to reopen the mine by giving trust to one of the regional companies capable of managing it. The company was called the Agusco Firm. They stayed for some time and conducted a review and survey of the mine that had been abandoned by Steenkolen Maatschappij Parapattan. The review conducted by the staff and deputy director of the Agusco Firm was intended to see how many things had to be addressed and improved. But after the survey, the company was unable to carry it out, finally all the assets left by Steenkolen Maatschappij Parapattan became the property of the Regional Government.

The previous explanation can be clarified with the following timeline.



Steenkolen Maatschappij Parapattan Infrastructure

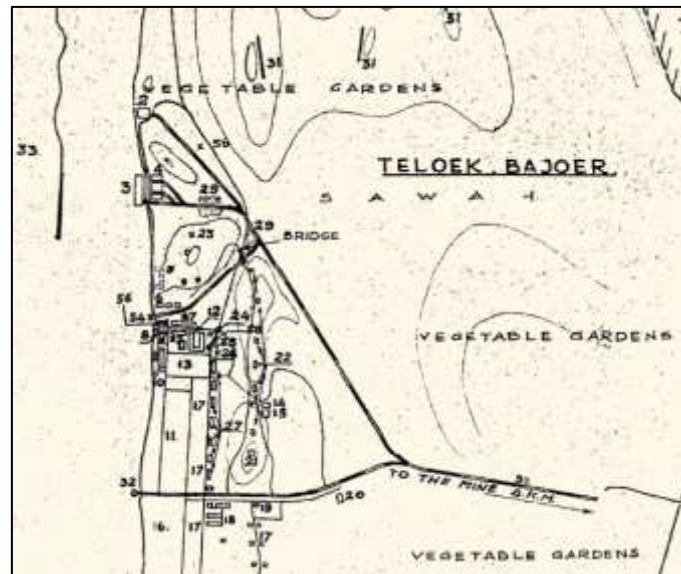


Figure 2. Map of Teloeck Bajoer and Rantau-Panjang Mining in April 1945

Source: Grote Atlas Van Nederlands Oost-Indie (2003)

As seen in Figure 2, to support mining activities, Steenkolen Maatschappij Parapattan decided to build vital infrastructure. This infrastructure was built for use by Dutch employees, laborers, and also the local community. But this infrastructure also has a classification of who can use it. Here are the photo captions according to the number:

2. Machine Building
3. The wooden wall that holds back the waves
4. Silo Harbor
5. Underground weapons storage
6. Samwill
7. Japanese Navy barracks
8. Japanese Navy quarters club
9. Main warehouse
10. Japanese commander's house

11. Shop building
12. Steenkolen Maatschappij Parapattan head office
13. Football field
14. Tennis court
15. Swimming Pool
16. Chinese Village
17. Labor ward
18. Hospital
19. Police barracks
20. Indigenous school
21. Steenkolen Maatschappij Parapattan Manager's House
22. European house
23. Position A/A
24. Post Office
25. Guard post
26. Garage
27. Indonesian Employee Ward
28. Shops
29. Coal stockpile
31. Weapons storage area
32. Wooden dock
33. Segah River
50. Railroad tracks to the mining site
56. Guard house
58. W/T Station

The following is a further explanation of the vital infrastructure built by Steenkolen Maatschappij Parapattan.

a) Housing

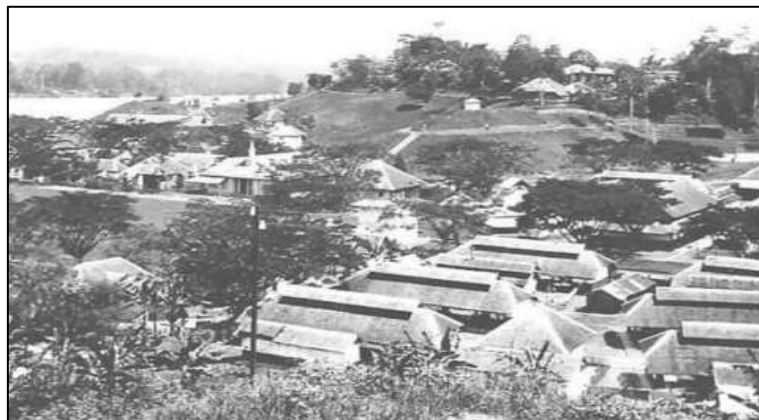


Figure 3. Employee Housing Steenkolen Maatschappij Parappatan
Source: Siraja Museum Collection

As seen in Figure 3, this housing was built to make it easier to organize the placement, so the classification of residents and residences in Teluk Bayur was carried out. Thus, European employees of the company were assigned to the eastern and southern areas, located on higher ground and bordering the forest. The diversity of Teluk Bayur's population was further increased by the arrival of thousands of contract laborers from Java. This was also the cause of the emergence of tribal-based settlements in Teluk Bayur.



Figure 4. Swimming Pool that blends with Tennis Courts
Source: Siraja Museum Collection

As can be seen in Figure 4, as a complementary facility in the residential area for Dutch employees, a swimming pool was built that was integrated with a tennis court and there was also a soccer field. The Dutch employees of the company lived in strategic locations and received various facilities, but it was different for non-European employees, namely contract coolies from Java and local people who lived in barracks built near the market. It is recorded that 277 houses were built by the Steenkolen Maastchappij Parapattan company. As a result of allied airstrikes in 1945, all of these housing estates were eventually destroyed (Purba, 2015: 62).

b) Movie Theater



Figure 5. Cinema Building
Source: Siraja Museum Collection

The cinema building is one of the facilities built by Steenkolen Maatschappij Parapattan as a place of entertainment for the natives, especially mining workers. This building functions as a place for movie screenings which are routinely held twice a week. Workers quite enjoyed this facility, as for the films played in the form of European and Indian films. Every week the broadcasts that are played always feature the latest films of the time (Hendrina, 2021: 41).

c) Ballroom

The ballroom is a building used as a party venue for Dutch people. The ballroom was only allowed to be entered by the Dutch elite, especially captains, crew members, upper and middle class employees. As for the local community and laborers themselves, they were not allowed to enter this building, because of the discrimination of differences in social strata between the Dutch and the natives. This building itself provides luxurious facilities in the form of billiard tables, various European musical instruments, liquor and dance rooms (Hendrina, 2021: 47).

d) Tunnel



Figure 6. Steenkolen Maatschappij Parapattan Tunnel
Source: De Mijnspoorwegen in Nederlands-Indie

The Steenkolen Maatschappij Parapattan Company also built tunnel facilities in the Teluk Bayur area that penetrated to the Rantau Panjang area with a length of approximately 100 meters. This tunnel was used as a railroad traffic flow at that time. This tunnel is not equipped with lighting so that the only lighting comes from the lamps that workers carry when working and crossing the tunnel (Hendrina, 2021: 50).

e) Silo Port



Figure 7. Silo Port

Source: Koloniale Monumenten, Parapattan Teloeck Bajoer, 1950 (2016)

Silo Harbor is a special harbor built in 1912 to send the coal mining products of Steenkolen Maatschappij Parapattan. The port was built on the banks of the Segah River and is strategically located close to important Steenkolen Maatschappij Parapattan buildings. There is a railroad that leads directly from the mining site in Rantau Panjang to Silo Port, this train transports coal products which are then stored in a coal stockpile.

The Labor Employment System

After the establishment of Steenkolen Maatschappij Parapattan in 1912, the laborers who worked at Silo Port initially only came from local laborers in Berau. Then in 1919 many people from outside the region were brought in as contract laborers. This was because Berau's population was still small and the majority were farmers and traders. To meet the need for labor, especially laborers, the Steenkolen Maatschappij Parapattan brought in workers from Java (Rahmatsyah, 2015). In the same year, the number of contract laborers owned by Steenkolen Maatschappij Parapattan reached 700 people (Jager, 1924).

Table 1: Total labor force of Steenkolen Maatschappij laborers Parapattan 1915-1939

Year	Number of Workers
1915-1919	700
1920-1924	2.028
1925-1929	2.357
1930-1934	1.890
1935-1939	1.347

Source: Lindblad (2012)

Thirty-six European engineers directed this large workforce. These engineers worked under the command of the controlleur. The engineers who guided this large workforce regularly sent reports and received orders from the controlleur. There were 27 controlleurs who served in the Berau region, including in the Teluk Bayur region from 1912-1942. In addition to Javanese, there were also Ambonese, Chinese, Banjarese and Manadonese. In their placement, they were placed according to their place of origin, this was done so that the workers could quickly communicate with each other and make it easier for the company to manage the mine workers. These contract workers usually entered the Teluk Bayur area using ships owned by Kononklijke Paketvaart Maatschappij. These Kononklijke Paketvaart Maatschappij ships usually operate 2 to 3 times a week (Purba, 2015).

From 1912 to 1942, some contract workers received sufficient attention from Steenkolen Maatschappij Parapattan. They received a salary twice a month. In addition, entertainment in the form of movie screenings was also provided for upper-class workers which were held twice a week. But even though the workers received their salaries twice a month, they still did not get the amount they should have received. These workers had to work from 7am to 5pm and were replaced by workers on the night shift. After 1927 until the beginning of 1942, workers continued to work as usual, mining underground in the Rantau Panjang area.

In March 1942, the Japanese invaded Berau. The Japanese army then arrested Dutch people, so it is not surprising that many Dutch workers or employees fled to Java. However, not all Dutch people managed to escape, as approximately 33 people were arrested. At first, because there was no mining activity during the early Japanese occupation, these local laborers returned to work as farmers. The Japanese tried to bring in workers and mine managers from their home countries. However, due to the large amount of damaged infrastructure, the Japanese needed manual labor, so local people who used to work as mining laborers were called back to be employed to repair damaged infrastructure (Tarigan, 1978).

Unlike the Dutch, the Japanese rulers employed these laborers by force and were not even given wages. Not only laborers, but young people were led to do forced labor (*romusha*). The workers experienced suffering due to the imposition of excessive working hours and insufficient food needs. The treatment of the Japanese army caused the workers to starve and get sick so that not a few victims died while working. But after Japan left the Dutch East Indies in 1945, Steenkolen Maatschappij Parapattan reopened this mining business led by Ir. Haverschmidt. Employees who had worked in the past were called back, both from European and local labor. Although in the end this company lost the sympathy of the local community and only obtained 600 local workers. (Rahmatsyah, 2015).

After the end of Steenkolen Maatschappij Parapattan in Teluk Bayur in 1957, the workers automatically sought their own livelihoods by returning to their hometowns and some chose to stay in Teluk Bayur and look for other jobs, including the contract workers of Silo Port. The contract workers who decided to return to their hometowns departed with ships owned by Steenkolen Maatschappij Parapattan. Although there was a policy regarding the repatriation of employed contract workers, not all contract workers could be repatriated. Therefore, those contract workers who could not be repatriated eventually chose to settle down and seek other livelihoods in Teluk Bayur. The contract workers have even built their own settlement.

Conditions of Job Availability

Since 1900, people in the Berau area, including Teluk Bayur, have been active in the plantation business. This can be seen from the Kononklijke Paketvaart Maatschappij or International Package Delivery ships coming to Berau every month to pick up ironwood for transportation to Makassar, Banjarmasin, and Java. Javanese, Chinese, and Japanese companies frequently visited Berau for ironwood and rattan, both of which were exported to Shanghai (Risfiana, 2021). Until 1939, there were 4 coconut plantation concessions in Berau:

1. Naga, managed by a Dutch businessman named V.A. Cools (Resident Decree dated October 25, 1917 No. 26)
2. Pulau Panjang, managed by a French businessman named A.D. Thorey (Resident Decree dated March 14, 1911 No. 55)
3. Kakaban Island, managed by Datu Raja (Decree of the Resident dated February 28, 1916 No. 126)
4. Langan, managed by Tan Kim Suy (Resident Decree dated August 30, 1913 No. 410)

As a result of the boom in the coal industry since 1911, business opportunities in Teluk Bayur attracted many new Chinese immigrants, particularly in the Canton region. By 1925, they owned 34 shops in Tanjung Redeb and Teluk Bayur. In addition, there were also several shops owned by Bugis and Banjar tribes. The effects of coal procurement and mining in Teluk Bayur led to significant changes in the economy of Teluk Bayur. The sea transportation sector was given great attention by the management of Steenkolen Maatschappij Parapattan, as many ships were used to transport coal, copra, rubber and other products. The government paid close attention to the sea transportation sector because it was the lifeblood of Berau's economy. In 1926, a road was built connecting Tanjung Redeb and Teluk Bayur. This is intended so that people can socialize with each other in order to develop the region both in the social, economic, and trade fields (Rahmatsyah, 2015).

For Berau, a special lower school was built in Teluk Bayur town for Dutch and indigenous children. Their status was equalized and they were admitted to the school. Then the Dutch established a *Volkschool* in 1915 in Gunung Tabur village, then in Sambaliung in 1916. *Landschaap School* was successively opened in the coastal areas of Berau. The people of Berau who realized the importance of education to improve their standard of living and the advancement of their minds established a PHIS (*Particulere Hollandsch School*). The establishment of this school was also based on the desire to be equal to the Dutch. *Steenkolen Maatschappij Parapattan* then established a school in 1925 to fulfill the needs of the company's administrative personnel. Then *Vervolgschool* opened in 1936 which was a continuation of the *Inlandsche School* which opened in 1910 (Rahmatsyah, 2021).

The rapid development of Teluk Bayur has created many job opportunities that not only benefit the local community, but also the transmigrant population who come to make a living in this area. In addition, the existing population is also dominated by people who come voluntarily with the aim of trading. Immigration in the city of Teluk Bayur grew rapidly. Many people from the Javanese tribe were brought in by *Steenkolen Maatschappij Parapattan* as mining laborers. The emergence of several public houses and shops in Teluk Bayur made it important to build a road connecting Teluk Bayur City and Tanjung Redeb City.

The deteriorating political and economic climate of the late 1950s led to East Kalimantan's first losses in the coal mining sector. Due to rising anti-Dutch sentiment and the push for nationalization of foreign companies, *Steenkolen Maatschappij Parapattan* in Teluk Bayur was closed down. Amid this gradual but steady decline, timber extraction and trade grew in importance, not only socio-politically but also economically, for civil servants, traders and many others. This was because demand for tropical timber, especially in Japan, began to increase rapidly, leading to large price increases (Krystoff, 2003).

Workers who initially worked as contract laborers for *Steenkolen Maatschappij Parapattan* switched to timber extraction and trade. The Teluk Bayur region itself was not a spice-producing area, but rather rattan, resin, coffee, and commodities that focused on timber trade. Import and export-based activities were still carried out, but only at a smaller scale than before because economic activities were focused on internal activities.

Labor Conflicts

The existence of labor resistance in Teluk Bayur began with the establishment of a Dutch-owned coal company called *Steenkolen Maatschappij Parapattan*, which was established in 1912. Krystoff (2003) wrote that there was exploitation of natural resources in Berau. Contract laborers

in Berau were treated unfairly, as they were paid only for the time they spent on site, and not for the long hours required to travel.

The influence of the presence of mass organizations also triggered conflict at Steenkolen Maatschappij Parapattan. In 1914 a branch of the Muslim Brotherhood was established in Samarinda. In other regions, the Islamic Sarikat was also established and received recognition from the government. In Berau, the Islamic Sarikat branch was centered in Tanjung Redeb. This organization was able to grow rapidly because religious leaders and nobles entered the organization. Among the religious figures who led the Islamic Sarikat were Kadhi of Sambaliung Kingdom Haji Abdullah, Haji Junait, Pembekal Anang Dahlan in Tanjung Redeb, Raden Kelana, Pangeran Perojo, Datu Bendahara in Gunung Tabur, Datu Maharaja Dinda, Datu Raja Aji Raden Saparta in Sambaliung (Koestarta, 1983:100).

With the inclusion of these figures in the Islamic Sarikat throughout Berau, it can be said that all Muslims in Berau became members of the Islamic Sarikat. In Teluk Bayur, the Steenkolen Maatschappij Parapattan was no exception. The company continued to grow and continued to exploit. The contract workers are employed for a number of years: they are not allowed to quit before the contract expires. From 7:00 a.m. to 5:00 p.m. the workers had to work in the mine, which was dozens of meters underground. They are then replaced by laborers who work at night until morning. They had to work hard to break up the coal and lift it onto lorries in the darkness lit only by head lanterns. The wages they received were not commensurate with the time and effort extracted from the laborers. As a result, many workers ran away before their contracts ended (Koestarta, 1983: 101).

Krystoff (2003) mentions that *opas-opas* (police) were formed by the Dutch to deal with runaway workers. The workers were beaten and imprisoned in Dutch colonial prison houses, without trial. This arbitrary treatment deeply hurt the nationalists who were members of the Islamic Sarikat. Among the coal workers were also intellectuals from Java who worked as police inspectors, hospital nurses and staff in the offices of the Steenkolen Maatschappij Parapattan company. Because they always returned to Java, they heard and witnessed the national movement against the arbitrary actions of the Dutch colonial government.

The Muslim Brotherhood members who worked underground to galvanize the spirit of the national struggle in Tanjng Redeb and Teluk Bayur were eventually able to influence their psyche. The displeasure of these workers increased and at its peak in 1926 escalated into anger and courage. They organized strikes and demonstrations, refusing to work until there was an improvement in working hours and fair wages. At Steenkolen Maatschappij Parapattan there was a riot on the night of November 6 to 7, 1926. The riot was only quelled after Dutch colonial soldiers fired live ammunition at the crowd. This riot had nothing to do with politics.

According to eyewitnesses who witnessed the riot, for two days and nights the company could not control the situation, so the coal mine manager asked the Dutch government for help to bring KNIL soldiers to Teluk Bayur. Although the Dutch soldiers threatened to take action against them with weapons, the workers threw stones at the soldiers, who ruthlessly fired live bullets into the crowd. Dozens of workers were wounded and killed. All of these victims were transported by the Dutch in secret and the number was not reported (Rahmatsyah, 2021: 20).

As a result of the riot at Steenkolen Maatschappij Parapattan, the Muslim Brotherhood was banned from holding activities. With the Muslim Brotherhood banned in Berau, the nationalists went underground. They did not despair of mobilizing the spirit of the people to organize. They changed their tactics and engaged in the improvement and change of social problems. They invited the people to change habits that were not in line with religious teachings and contradicted the Prophet's hadith and the Quran (Rahmatsyah, 2021: 103).

CONCLUSION

Steenkolen Maatschappij Parapattan was not the first coal mine in Berau Regency. This company was not only engaged in mining, but also in plantations and timber extraction. The employment opportunities available in the Berau region from 1912 to 1957 were dominated by mining. However, there were also jobs in plantations, timber extraction, education, and sea transportation. The rapid development of the Berau region created many jobs that not only benefited the local community, but also the transmigrant population who came to make a living in this area.

Steenkolen Maatschappij Parapattan went through several concessions and administrations from 1912 to 1957. In 1912-1919 the laborers who worked at Steenkolen Maatschappij Parapattan were local laborers from the Berau region. However, in 1919 workers were brought in from outside the region, especially from Java, because at that time there were still few workers in Berau and the majority were farmers and traders. Laborers brought in from outside the region continued to increase and peaked in 1929. These laborers worked under contract and worked from 7am to 5pm in morning and night shifts. Although they received salaries twice a month, the amount of money they received did not match the amount they should have received. This triggered a conflict that culminated on November 6 to 7, 1926.

The labor conflict that occurred at Steenkolen Maatschappij Parapattan was not only influenced by the exploitation of human resources and the amount of wages received that did not match what they should have received. Another reason was the establishment of the Islamic Sarikat mass organization in the Berau region. Islamic Sarikat members spread to the Steenkolen Maatschappij Parapattan. They did not accept the Dutch treatment of the workers who tried to

escape because they were not paid according to their hard work. Even so, this rebellion could still be suppressed by the Dutch with the help of armed forces.

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